

Delicious? Well, I should say so!

OWL TOBACCO

Try it, and you will chew no other.

RATES GOING DOWN

Indianapolis Freight Men Take a Hand in the Slashing.

The Erie Makes Another Cut and the Other Chicago Lines Scramble to Get on the Wagon.

The agents representing the different roads and fast-freight lines at this point went out early yesterday among shippers announcing a reduction on east-bound freight rates to take effect Dec. 7. Under the reduced rates grain and grain products and fertilizers will be carried for 15 cents per hundred pounds, Indianapolis to New York, with proportionate rates to other seaboard points. The rate on poultry and same is reduced from 25 cents to 40 cents; on butter and eggs, from 60 cents to 42 cents per one hundred pounds; green hides, from 25 cents to 21 cents, and it is expected that the rate on provisions will now drop from 25 cents to 23 cents per one hundred pounds. It is not, however, as pleased that such a reduction has been ordered. Lake navigation has just closed, and now when the roads have opportunity to make a little money the rate goes off to such an extent that the revenue above actual cost of hauling property in winter months is very small.

East-Bound Shipments from Chicago.

East-bound shipments from Chicago last week amounted to 45,632 tons, against 33,981 tons for the previous week, or an increase of 11,651 tons. The corresponding week last year, the roads carried tonnage as follows: Michigan Central, 6,596; Wabash, 2,337; Lake Shore, 9,851; Port Wayne, 6,177; Panhandle, 7,219; Baltimore & Ohio, 1,348; Erie, 1,725; Nickel-Plate, 3,343; Big Four, 1,733. Shipments were made up of the following articles: Flour, 1,348; grain and mill stuffs, 17,725; provisions, 1,473; etc., 3,348; dressed beef, 3,552; hams, 1,111; butter, 1,111; hides, 1,465; lumber, 2,680; miscellaneous, 353. Lake shipments amounted to 47,931 tons, against 34,545 for the previous week.

Big Bonuses for Express Privileges.

John D. Valentine, president of the Wells-Fargo Express Company, announces that after a lively fight between the Wells-Fargo and the Adams companies, the former company has secured the contract with the Southern Pacific railway for the exclusive privilege of carrying express matter over the lines of the Southern Pacific company in California for a period of twenty-one years, commencing January 1, 1894. The company has contracted with President Huntington to pay a bonus of \$1,700,000 and 40 per cent. of the gross earnings of the express company over the Southern Pacific line during the term of the contract.

Further Cuts by the Erie.

The Erie yesterday announced the following reductions in freight rates from Chicago to New York: Starch, 20 cents; dried beef for fertilizing, 20 cents; green sheep pelts, 25 cents. The Erie lines promptly called a meeting, announcing the same rate as made by the Erie. The Central Traffic Association lines are becoming uneasy at the prospect for further cuts, and a meeting of the general managers of the Central Traffic Association lines has been called for Dec. 12 at Chicago, at the same time the question of paying commissions on passenger business will be taken up.

Personal, Local and General Notes.

On Dec. 19, E. E. Morton will take the agency for the Big Four at Augusta, vice L. M. Stevenson. It is stated that C. C. F. Best will retire from the service of the Baltimore & Ohio, and will be succeeded by John Trindle, passenger conductor on the Vandalia, who has been ill for three weeks. He is about again, but not able to take his place as yet. C. C. Pierce, general western agent of the Merchants' Despatch Transportation Company, yesterday returned from an Eastern head-seeking trip. The Peoria & Eastern management has shipped ten of the Peoria passenger cars to the old L. & E. W. type to the Richmond locomotive works to be rebuilt.

George T. Funnell, who represents the Santa Fe in this section, is in the city. He states that travel to the Pacific coast is now the heaviest since the war.

C. W. Fairbanks, general solicitor of the Cincinnati, Hamilton & Dayton, has returned to New York, to be away two weeks.

Victor M. Smith, who represents the Railway Officers' and Employees' Association with the Pullman Palace Car Company, is in the city on official business.

Henry R. Loucks, who has been chief clerk in the office of the state treasurer, is in the city. He has been in the city for thirty years, and last Saturday left Philadelphia.

M. E. Inalls, president of the Big Four, is in New York. On Wednesday the directors will meet to consider the annual report, a matter which has been delayed for a number of weeks.

Frank Richardson yesterday took charge of the advertising department of the Cincinnati, Hamilton & Dayton. He is brother of the late Frank Richardson, general agent of the Queen & Crescent.

H. R. Dering, assistant general passenger agent of the Cincinnati, Hamilton & Dayton, is now directing his best efforts to building up the business of the Chicago and Louisville divisions of the system.

Drexel & Morgan have placed about \$3,700,000 of the C. & O. & L. E. W. bonds. The money raised on these bonds will be used in paying the purchase price of the St. Louis & Terre Haute, which fall due Jan. 1.

The National Electric Headlight Company, of this city, yesterday received orders from the general manager of the Georgia Southern system for a large number of headlight lamps, making twenty which have been ordered in the last ten days.

The midwinter exposition will open in the city on Wednesday. The tickets and ticket agents report a good business, many tickets being sold already.

It is expected that the winter season in the new depots the conveniences are so much greater that it is done at from \$5 to \$6 per car per day.

Superintendent Mansfield, of the Indianapolis & Vincennes, has been investigating a new shipment of grain from the north on that line, and says farmers tell him that when they can get \$3.50 per 100 pounds for best they will not sell for less than 25 cents per bushel on the ear.

While roads running east from here are reducing grain rates, the roads running into Kansas City are advancing them 4 cents per 100 pounds to Kansas City and Leavenworth, and the grain dealers of these cities are up in arms over the proposed advance, which is to take effect Dec. 16.

An official of the Great Western, who was in the city yesterday, states that it is expected that the company will build an extension from the spring from Hampton to Sioux City, and from Sioux City to Omaha. The extension will be 12 miles in length, the Omaha extension 12 miles.

The motion of Emil Oelbermann and the stockholders of the New York & Northern railroad to enjoin the New York Central & Hudson River road from voting on the

TROUBLES UP AGAIN

Reported that He is Opening a Dive at West Indianapolis.

A Mysterious Crap Table in Leased Rooms—Town Board Hears Remonstrators—Rapid Transit a Fact.

Extreme vigilance has suppressed the gambling dens of the city, but some of the operators have gone to the suburbs. It is now evident that at least one party, and that one, as many assert, is William Tron, who locates in West Indianapolis. Tron has been seen several times in the city, and is reported to be opening a dive at West Indianapolis. The company has been seen several times in the city, and is reported to be opening a dive at West Indianapolis. The company has been seen several times in the city, and is reported to be opening a dive at West Indianapolis.

Last week the shipments of live stock from this market to Eastern markets reached four hundred carloads, and this week promises even larger shipments. The traffic is about equally divided between the Pennsylvania and the Big Four lines, the Cincinnati, Hamilton & Dayton and the Lake Erie & Western making no effort to secure this class of business.

John W. Royer, superintendent and one of the founders of the Philadelphia & Reading Employers' Relief Association, died on Friday at his residence in Germantown. He was fifty-two years old, and had been with the P. & R. company thirty-two years. Oct. 30, 1888, he was placed at the head of the relief department.

General Passenger Agent Townsend, of the Missouri Pacific and the Iron Mountain, has ordered all his district agents south for the month of December to stop on holiday travel. Coke Alexander, who represents the road in this territory, left for the South yesterday. The Big Four, who have been traveling extensively in this month, and the company in December looks closely after the holiday travel.

An official of the Chicago & Northwestern, after looking over the new freight schedule, and now when the roads have opportunity to make a little money the rate goes off to such an extent that the revenue above actual cost of hauling property in winter months is very small.

There are indications that the Cincinnati and the Peoria & Eastern pool will be placed on Jan. 1. William B. Shattuck, its commissioner and receives \$5,000 a year from the Peoria & Eastern, and \$5,000 from the Cincinnati. An impression prevails that the Cincinnati will be placed on Jan. 1. An impression prevails that the Cincinnati will be placed on Jan. 1. An impression prevails that the Cincinnati will be placed on Jan. 1.

THE TOWN'S STREETS.

Remonstrators Appear Before the Board—The Town Board.

The West Indianapolis Town Board of Trustees met in regular session last night. It was the appointed time for the hearing of remonstrances against the improvements on Sheffield avenue and Lambert street. An agent of the Sheffield avenue improvement, who had been in the city for some time, appeared before the board and presented a remonstrance. The board, after a short discussion, decided to grant the remonstrance. The board, after a short discussion, decided to grant the remonstrance.

AMUSEMENTS.

Kentucky-Avenue Line Opened.

The citizens of West Indianapolis are in a great state of happiness. The cause of it is that the first electric car over the Kentucky-avenue line made its round trip without mishap yesterday afternoon. It is expected that the line will be opened on schedule time to-day. The completion of this line gives West Indianapolis entire rapid-transit connection with the city.

AMUSEMENTS.

Young J. K. Emmet made his first appearance in Indianapolis last night at the Grand. It has been a number of years since the late illustrious and well-remembered father of Emmet was here, but at last he is here. He is said to have played to a crowded house last night, and to have received more money than he has ever received before.

The company gave "Fritz in a Madhouse." It is not generally known, but it was the first performance of the piece, and it was a very successful one. The company gave "Fritz in a Madhouse." It is not generally known, but it was the first performance of the piece, and it was a very successful one.

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Best Friend to All.

"The Ship I Love" and the popular ditty "Daisy Bell." She was presented with beautiful floral offerings from her many friends in this city. She was presented with beautiful floral offerings from her many friends in this city. She was presented with beautiful floral offerings from her many friends in this city.

NEWSPAPER OPINIONS.

Comment of the Republican, Democratic and Independent Press.

Mr. Cleveland's mental reluctance or inability to grasp questions at short range, or in specific detail, has never been more evident than in this debate document. Philadelphia Bulletin (Rep.).

The Pioneer-Press can find in this message evidence of one of the unadmirable qualities of dullness and stupidity that leave even Mr. Cleveland's partisans no room for enthusiasm at the beginning of the administration. St. Paul Pioneer Press (Rep.).

The President's message is strictly a business document and not unecessarily long for the multitude of topics demanding attention. He makes the allusion to the administration of the tariff in a very casual manner. Kansas City Journal (Rep.).

There are only three things that the public looked for in the President's message with interest. The first was the tariff, and the second was the tariff, and the third was the tariff. Kansas City Journal (Rep.).

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